

FORM 120 (1735 PREVIOUS EDITIONS)

CLASSIFIED MESSAGE

ROUTING

DATE 1910Z 11 DEC 64

S E C R E T

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

PRIORITY

TO : DIRECTOR

FROM :

ACTION:

INFO :

25X1

25X1

IN 62197

TOR: 1947Z 11 DEC 64

TO PRIORITY

INFO

CITE

1. ARTICLE 121 MADE FLIGHT 156 ON 11 DEC 1964, PILOT

TAKE OFF AT 0752 HOURS FOR 43 MINUTES. MISSION:  
FCF WITH 2 NEW ENGINES. GROSS WEIGHT 101,700LBS, C.G. 22.7  
PERCENT, TAKE OFF DISTANCE 6500 FEET, TAKE OFF SPEED 225 KNOTS,  
TEMPERATURE 23 DEGREES, WIND CALM. MAXIMUM SPEED 1.56 MACH,  
MAXIMUM ALTITUDE 50,000 FEET. TOTAL AIRCRAFT FRAME TIME 148:13.

2. BOTH ENGINES WERE TRIMMED DOWN AT RUNWAY LEFT 728 DEGREES  
RIGHT 710 DEGREES. EGT'S WERE 734 DEGREES LEFT  
768 DEGREES RIGHT AFTER UPTRIM FOLLOWING TAKE OFF. PILOT NOTICED  
3 DEGREES RIGHT YAW DURING CLIMB OUT. TURBULENCE MODERATE AT  
36,000 - 38,000 FEET. DURING MAX AB ACCELERATION AT 1.5 MACH LEFT  
NOZZLE OSCILLATION OCCURRED. LEFT ENGINE STALLED AT 1.55 MACH.  
FORWARD AND AFT BY-PASS DOORS WERE CLOSED. SPIKE AUTO. DECELERATION  
TO 1.45 MACH CLEARED THE STALL. THE ACCELERATION TO 1.55 MACH  
WAS REPEATED SEVERAL TIMES WITH SAME RESULTS. FOLLOWING TAKE OFF  
PILOT HAD FEELING PITCH TRIM WAS NOT WORKING. DURING DECEL AT

USAF review(s)  
completed.

S E C R E T

GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

25X1

[REDACTED] (IN 62197)

S E C R E T

PAGE TWO

0.97 MACH ARTICLE PITCHED NOSE DOWN. PILOT RETRIMMED AND REPEATED PITCH DOWN. PITCH TRIM APPEARED TO BE WORKING AT 10 PERCENT OF NORMAL RATE.

3. DUMPED FUEL FROM 15,000 LBS TO 10,000 LBS OVER TUNNEL. TRANSFERRED FUEL FORWARD, LANDED. CHUTE DID NOT DEPLOY UNTIL OVERRUN (12,000 FEET FROM TOUCH DOWN). JETTISON NORMAL.

END OF MESSAGE

S E C R E T